

ARMY AND NAVY CHRONICLE.

Edited and published by B. Homans, at \$5 a year, payable in advance.

VOL. III.—No. 19.] WASHINGTON, THURSDAY, NOVEMBER 10, 1836. [WHOLE No. 97.

MISCELLANY.

MR. MIDSHIPMAN EASY.

BY CAPTAIN MARRYATT.

The humorous development of character in this novel is almost equal to the portraiture of the good Mr. Shandy, by Sterne; in fact, we could almost fancy Mr. and Mrs. Easy as the Shandys of 1836.—The character of Mr. Easy is admirably drawn. He is a man of fortune, who brings into action, in his own family and on his own estate, the Spencerean and Owenite principles; his tenants, in consequence, object to paying him any rent for the land, which, they argue, is as much their property as his; his son 'argues the point,' instead of obeying his parent; and his servants declare the establishment a republic, and the kitchen a commonwealth. The ludicrous manner in which these principles operate in the various relations of life, more particularly in that great aristocracy, a man-of-war, give rise to some capital scenes. We extract the following amusing incident, relative to a young Jackey's first adventure as a midshipman, from the first volume.

Our hero very soon bade adieu to his paternal roof, as the phrase is, and found his way down to Portsmouth. As Jack had plenty of money, and was very much pleased at finding himself his own master, he was in no hurry to join his ship, and five or six of his companions not very creditable, whom either Jack had picked up, or had picked up Jack, and who lived upon him, strongly advised him to put it off till the very last moment. As this advice happened to coincide with Jack's opinion, our hero was three weeks at Portsmouth before any one knew of his arrival, but at last Captain Wilson received a letter from Mr. Easy, by which he found that Jack had left home at the period we have mentioned, and he desired the first lieutenant to make inquiries, as he was afraid that some accident might have happened to him. As Mr. Sawbridge, the first lieutenant, happened to be going ashore on the same evening for the last time previous to the ship's sailing, he looked into the Blue Post, George and Fountain Inns, to inquire if there was such a person arrived as Mr. Easy. 'O yes,' replied the waiter at the Fountain, 'Mr. Easy has been here these three weeks.'

'The devil he has,' roared Mr. Sawbridge, with all the indignation of a first lieutenant, defrauded three weeks of a midshipman; 'where is he, in the coffee room?'

'Oh dear no, sir,' replied the waiter, 'Mr. Easy has the front apartment on the first floor.'

'Well, then, show me up to the first floor.'

'May I request the pleasure of your name, sir?' said the waiter.

'First lieutenants don't send up their names to midshipmen,' replied Mr. Sawbridge, 'he shall soon know who I am.'

At this reply the waiter walked up stairs, followed by Mr. Sawbridge, and threw open the door.

'A gentleman wishes to see you sir,' said the waiter.

'Desire him to walk in,' said Jack; 'and, waiter, mind that the punch is a little better than it was yesterday; I have asked two more gentlemen to dine here.'

In the meantime Mr. Sawbridge, who was not in his uniform, had entered, and perceived Jack alone with the dinner table laid out in the best style for eight, a considerable show of plate for even the Fountain Inn, and every thing, as well as the apartment itself, according to Mr. Sawbridge's opinion, much

more fit for a commander-in-chief than the midshipman of a sloop-of-war.

Now Mr. Sawbridge was a good officer, one who had really worked his way up to the present rank, that is to say, he had served seven and twenty years, and had nothing but his pay. He was a little soured in the service, and certainly had an aversion to the young men of family who were fast crowding into it—and with some grounds, as he perceived his own chance of promotion decrease in the same ratio as the numbers increased. He considered that in proportion as midshipmen assumed a cleaner and more gentlemanly appearance, so did they become more useless, and it may therefore be easily imagined that his bile was raised by this display in a lad, who was very shortly to be, and ought three weeks before to have been, shrinking from his frown. Nevertheless, Sawbridge was a good hearted man, although a little envious of luxury, which he could not pretend to indulge in himself.

'May I beg to ask,' says Jack, who was always remarkably polite and gentlemanly in his address, 'in what manner I may be of service to you?'

'Yes, sir, you may—by joining your ship immediately. And may I beg to ask in return, sir, what is the reason you have staid on shore three weeks without joining her?'

Hereupon Jack, who did not much admire the peremptory tone of Mr. Sawbridge, and who, during the answer, had taken a seat, crossed his legs, and played with his gold chain to which his watch was secured, after a pause, very coolly replied—

'And pray, who are you?'

'Who am I, sir,' replied Sawbridge, jumping out of his chair—'my name is Sawbridge, sir, and I am the first lieutenant of the Harpy. Now, sir, you have your answer.'

Mr. Sawbridge, who imagined that the name of the first lieutenant would strike terror to a culprit midshipman, threw himself back in the chair, and assumed an air of importance.

'Really, sir,' replied Jack, 'what may be your exact situation on board, my ignorance of the service will not allow me to guess, but if I may judge from your behaviour, you have no small opinion of yourself.'

'Look ye, young man, you may not know what a first lieutenant is, and I take it for granted that you do not, by your behaviour; but depend upon it I'll let you know very soon. In the meantime, sir, I insist upon it, that you go immediately on board.'

'I'm sorry that I cannot comply with your very moderate request,' replied Jack, coolly. 'I shall go on board when it suits my convenience, and I beg that you will give yourself no further trouble on my account.'

Jack then rang the bell; the waiter who had been listening outside, immediately entered, and before Mr. Sawbridge, who was dumb at Jack's impertinence, could have time to reply,

'Waiter,' said Jack, 'show this gentleman down stairs.'

'By the god of war!' exclaimed the first lieutenant, 'but I'll soon show you down to the boat, my young bantam; and when once I get you safe on board, I'll make you know the difference between a midshipman and a first lieutenant.'

'I can only admit of equality, sir,' replied Jack; 'we are all born equal, I trust you will allow that.'

'Equal—damn it, I suppose you'll take the command of the ship. However, sir, your ignorance will be a little enlightened by-and-bye. I shall now go and report your conduct to Captain Wilson, and I

tell you plainly, that if you are not on board this evening, to-morrow morning at day-light, I shall send a serjeant and a file of marines to fetch you.'

'You may depend upon it, sir,' replied Jack, 'that I also shall not forget to mention to Capt. Wilson, that I consider you a very quarrelsome, impertinent fellow, and recommend him not to allow you to remain on board. It will be quite uncomfortable to be in the same ship with such an ungentlemanly bear.'

'He must be mad—quite mad,' exclaimed Sawbridge, whose astonishment even mastered his indignation. 'Mad as a March hare, by God.'

'No, sir,' replied Jack, 'I am not mad, but I am a philosopher.'

'What?' exclaimed Sawbridge, 'damme, what next? Well, my joker, all the better for you, I shall put your philosophy to the proof.'

'It is for that very reason, sir,' replied Jack, 'that I have decided upon going to sea, and if you do remain on board, I hope to argue the point with you, and make you a convert to the truth of equality and the rights of man.'

'By the Lord that made us both, I'll soon make you a convert to the thirty six articles of war—that is, if you remain on board; but I shall now go to the captain and report your conduct, sir, and leave you to your dinner, with what appetite you may.'

'Sir, I am infinitely obliged to you; but you need not be afraid of my appetite; I am only sorry, as you happen to belong to the same ship, that I cannot, in justice to the gentlemanly young men whom I expect, ask you to join them. I wish you a very good morning, sir.'

'Twenty years have I been in the service,' roared Sawbridge, 'and damme, ——— but he's mad—down-right, stark, staring mad.' And the first lieutenant bounced out of the room.

Jack was a little astonished himself. Had Mr. Sawbridge made his appearance in uniform it might have been different, but that a plain looking man with black whiskers, shaggy hair, an old blue frock coat, and yellow cassimere waistcoat, should venture to address him in such a manner, is quite incomprehensible; he calls me mad, thought Jack, I shall tell Captain Wilson what is my opinion about his first lieutenant. Shortly afterwards, the company arrived, and Jack soon forgot all about it.

From the Boston Mercantile Journal.

SOUTH SEA EXPLORING EXPEDITION.—On Tuesday evening last, Stephen C. Phillips, of Salem, delivered the introductory address before the Charlestown Lyceum. The subject which he selected for his lecture, was the exploring expedition to the South seas—a subject deeply interesting to every American; and the lecturer took this opportunity to lay before his hearers, a variety of information which was elicited during the last session of Congress, relative to the origin of the expedition—the difficulties which stood in its way, and the objects which it was designed to accomplish. After examining the question, whether Congress had the constitutional right to fit out at the national expense an expedition of the kind, he described the many advantages which foreign nations had derived from expeditions of a similar character; and alluded to the humiliating dependence of this country on foreign powers for surveys and charts, and other nautical information, while we contributed nothing in return.

Nearly ten years ago the attention of Congress had been directed to this subject by the legislatures of some of the States, and petitions offered by individuals, detailing the objects and advantages of such an expedition. The subject was referred to a committee, who, in their report, recommended it to the consideration of the Navy Department. The Secretary of the Navy warmly approved of the measure; and, at the next session of Congress, a bill was framed and laid be-

fore the House, providing for the proposed expedition. This bill was strongly opposed, particularly by the Southern members—particularly on the ground of the unconstitutionality of the measure, and a compromise was finally effected by substituting for the bill a series of resolutions, approving of the expedition, and leaving the whole subject to the discretion of the Executive. Measures were accordingly taken by the President, to carry the projected undertaking into effect. The sloop of war Peacock was rebuilt, and fitted up expressly for this occasion, to be accompanied by a store-ship; the officers were appointed, measures were taken to prepare the necessary scientific instruments, and a scientific corps was selected to accompany the expedition. But the plan fell through in consequence of the refusal of the Senate to grant the appropriations necessary for meeting the further expenses of the expedition. Accordingly the arrangements were discontinued, another administration came into power, and the opponents of the expedition declared, in a voice of derision, that "the South sea bubble had burst."

But this scheme had excited too much interest among the friends of science, and the well-wishers of the country, to be entirely abandoned, and one individual in particular, Mr. Reynolds, had used unremitting exertions to have it carried into effect. During the first years of the present administration, no measures were taken to bring the subject before Congress. It was deemed desirable that when brought up, it should not be considered a party measure; but advocated solely on the ground that it was a practical measure, to improve the commerce and navigation of the United States, and certain to contribute in all its results to the honor of the Government and the advantage of the citizens. In the meantime, the legislatures of several of the States agitated the matter, and the periodical and daily press urged it on the attention of the public. In 1835 it was thought that the subject of the exploring expedition might meet with favor from Congress. It was brought up, and a report, accompanied with a bill, was accordingly made, printed and extensively circulated. But this being a short session, nothing could be done until towards the close, when other and unexpected business, relating to our affairs with France, occupied the attention of Congress until the 3d of March.

At the last session, the bill was again taken up. It was believed that the favorable moment had arrived. But before any definite action had been taken on it, the Chairman of the Committee on Naval Affairs, in the Senate, who had, while Secretary of the Navy, been a strenuous advocate for the measures which it recommended, introduced it into the Navy bill, in the shape of an appropriation for this purpose. In this form the subject again came before the House for final action, and was the cause of a warm and protracted debate. When the question was taken on the third reading, it passed by a bare majority of the votes, and became a law.

Besides the hostility of the members from the Southern States, it was strongly opposed by some of the western members, particularly those from Kentucky, who conceived that the project would tend only to the advantage of the maritime States. The State of Ohio, however, gave her voice in favor of the bill—and Mr. Hamer supported it in an able and eloquent speech, replete with the most liberal and noble sentiments. The members from New York, also deserved much praise for the zeal and ability which they displayed in its support—but, nevertheless, Massachusetts was the only State, whose Representatives voted unanimously in favor of its passage. It passed, to be carried into effect, if approved by the President, and of course all the obstacles were not removed, even after its passage through both branches of Congress. The head of the Navy Department, it was well known, entertained a very strong opposition to the measure, and it was in great danger of being lost, when brought

up in the cabinet. The President, however, felt favorably inclined towards the expedition, and ordered arrangements to be made to carry it into effect. The frigate *Macedonian* has accordingly been prepared for this service, besides other vessels of a suitable size; and Capt. Jones, the officer who was appointed to command the *Peacock*, under a former administration, is appointed to the command of the present expedition—nearly all the other officers are designated; Mr. Reynolds is appointed corresponding secretary and commercial agent—scientific men are selected to accompany the expedition—arrangements have been made to procure the requisite scientific instruments, and, in a few months, the friends of the expedition will have the satisfaction to witness its departure, under circumstances which will warrant them in anticipating a successful result.

After all, the result may or may not prove the wisdom of the undertaking. It will be fitted out on a magnificent scale, which will give rise to a brilliant expectation, that may be disappointed. It was the opinion of Commodore Downes, expressed in a letter relating to this subject, that an exploring squadron to the South sea should consist of two brigs, a little exceeding 200 tons burthen each, and two smaller vessels for tenders. Perhaps this opinion should have had more weight with the Executive. But vessels of this description are with the squadron, and the result will probably depend on the manner in which it will be conducted.

One important object to be attained by this expedition, is to procure a course of regular and accurate surveys, charts, &c. of the islands in the Pacific ocean—to ascertain the exact location and character of the reefs, landmarks, tides and currents—also a full description of the dangers to which our seamen, who navigate those regions, are now exposed. The charts of the Pacific ocean are known to be exceedingly inaccurate; and when we take into consideration the amount of valuable property which is annually conveyed across these seas in merchant vessels belonging to the United States, carrying on a trade with nations in the eastern parts of Asia, it will appear evident that a hydrographical survey of the Pacific will be of great advantage to this country. For in the destruction of property by disasters in these seas, government must of course be a sufferer as well as individuals.

The whale fishery will also experience the benefit of this expedition. This is carried on to a great extent in the Pacific ocean, and a large amount of property is risked in this business, and is every day increasing. A few months since four hundred and fifty ships were absent from this country, engaged in the whale fishery. These vessels employ upwards of ten thousand men—and cost, with their outfits, about \$12,000,000, and are estimated to be worth, when their voyages are completed, \$20,000,000! This enormous fleet is now nearly all in the Pacific, and constantly in the midst of dangers, with no accurate charts to guide them. With such a vast amount of property at stake, the employment of this expedition is a judicious act on the part of the Government. It is a noble work—whatever is accomplished will be so much gained to commerce, and the common stock of knowledge.

Mr. Phillips alluded to the attention which is paid by the English Government to the publication of accurate charts—and to the importance which is attached to hydrography in France—there being established in Paris, by order of Government, a hydrographical department, under whose direction a series of excellent charts are now in a state of execution. In France, also, an hydrographer, an officer unknown in our naval service, is attached to every squadron. In this country, but little attention has yet been paid to this subject—but great and manifold advantages would accrue from the establishment of a hydrographical bureau at Washington.

Among the objects of the expedition, one is to establish permanent commercial relations with many ports where we now have but a limited and uncertain traffic—and another to seek for, and restore to their homes, those American seamen, who have been unfortunately left on the savage islands of the Pacific. If these objects only are accomplished, the expedition will be of great utility to the country, as well as individuals; but other objects, it is presumed, will be connected with this expedition, which will add to its importance, such as discoveries of land in high southern latitudes—a close observation of the tides and winds—botanical and mineralogical researches—an enquiry into the varieties of the human race—the philological study of the languages of the inhabitants of those distant regions—and the opening of a new avenue to their civilization and moral and religious improvement.

In the course of his lecture, which was listened to with much attention by a highly intelligent audience, Mr. Phillips made various valuable suggestions, and communicated some important information in relation to commerce—such as might have been expected from one of the most eminent practical merchants of the day, who deservedly holds a seat in the popular branch of the National Legislature—where we earnestly hope he may long have an opportunity to serve his country.

From the New York Times.

REVIEWS OF THE MILITIA,

By his Excellency the Commander-in-Chief, upon the invitation of the commanding officers of the artillery and infantry.

Parade and review of the infantry.

The brigades of the 2d, 3d and 28th divisions of infantry, commanded by Brigadier Generals Stryker, Morris, Lloyd, Kiersted and Lee, paraded on Tuesday, the 18th instant, upon which occasion the Commander-in-Chief, accompanied by a numerous suite, passed them in review on the Sixth Avenue, and, subsequently, received the marching salute at the Washington parade. The line, under review, reached from Ninth to Twenty-Eighth streets, and presented a fine martial appearance. In addition to the brigades named above, the following uniformed corps, acting as light infantry, were on duty, and added much to the brilliancy and martial effect of the display:—

The regiment of Washington Guards, commanded by Colonel Cummings, attached to the brigade of General Lloyd; the Monroe Blues, Capt. Shardlow, attached to the regiment of Colonel Stevens; the Clinton Guards, Lieutenant Bailey, attached to the regiment of Colonel Benson; the Jefferson Blues, Captain Stimus, attached to the regiment of Colonel Mitchell; the Tompkins Blues, Captain Seeley, and Union Riflemen, Captain Parker, attached to the 51st regiment; the Columbian Blues, Captain Steele, attached to the 10th regiment; the Napoleon Cadets, Captain Charles, attached to the 142d regiment; the Lafayette Guards, Ensign Commandant Mumford, attached to Colonel Halsey's regiment; and the Marcy Guards, Captain Wilson, attached to Colonel Hubbell's regiment.

The force of the troops on duty may be estimated at about eight thousand, and their performance was highly creditable to the skill and efficiency of their officers.

Review of the first division of artillery.

The first division of New York State artillery, under the command of Major General Morton, was reviewed on Wednesday, the 19th inst.

The Commander-in-Chief was accompanied by a numerous suite, in addition to his own staff, consisting of Major General Van Rensselaer and staff, of Albany, and by the major generals and brigadier generals

of infantry of this city, forming a most a lendid *military cortege*. The line was reviewed on the Washington parade, and, after the review, the troops passed through the streets agreeably to the route which was published.

In addition to the first and sixth brigades, commanded by Generals Hunt and Sanford, and a portion of the brigade of horse artillery, commanded by General Arcularius, composing the first division of artillery, several volunteer uniform companies were on duty. The company of United States dragoons, under Captain Tompkins, performed infantry duty, were united with the Jefferson Guards, under Captain Lasak, and formed as a battalion under the command of Lieutenant Colonel Andrew Warner.

The honors of the marching salute were paid to Governor Marcy at the City Hall. This place was selected for the purpose of gratifying the citizens with a view of the military parade, and it was witnessed by an immense concourse. It is admitted by all who witnessed the review, that the appearance of the troops did them great credit, and reflected honor upon the military establishment of the city.

DINNER TO THE COMMANDER-IN-CHIEF.

The officers of the artillery and infantry having united in a dinner to the Commander-in-Chief, it was prepared for them in excellent style at Concert Hall, by Mr. Drew, and was attended by the Governor and his suite, and Captain Kierulf, of the Danish brig of war Alert, and Colonel Charles Graham, Secretary of the Society of the Cincinnati.

Major General Morton presided, assisted by Generals Stryker, Lloyd, Pentz, Lee, Morris, Keeler and Kiersted, of the infantry, and Generals Sanford and Hunt, of the artillery.

The Mayor, Recorder, and Presidents of the two Boards of the Common Council, were invited, but the absence of the Mayor from the city, and particular engagements of the Presidents prevented their attendance. Lord Sligo, late Governor of Jamaica, and Governor Oxholm, of St. Thomas, were also invited, but were prevented, by indisposition, from attending.

After the cloth was removed, the following regular toasts were drunk:

REGULAR TOASTS.

- 1 The President of the United States.

Music—President's March.

- 2 The Vice President of the United States.

Music—Richmond's March.

- 3 Our Guest—The Governor and Commander-in-Chief of the militia of the State of New York.—His uniform attention to the improvement of the militia of the State, its interests and discipline, merits our warmest approbation.

Music—Hail to the Chief. 12 cheers.

This toast was received with great enthusiasm; and upon the applause subsiding, the Commander-in-Chief returned his acknowledgments in a few unpremeditated remarks. He observed that he had not supposed it would become necessary for him to address the assemblage before him, and he had not therefore, considered in what phrase he should return his acknowledgments for the warmth of feeling which had been evinced in his reception on that occasion. Something, however, was due to those who had shown him such marked attention and kindness; he would, therefore, preface the toast he was about to offer with a very few remarks. It has been truly said, that he felt a deep solicitude for the protection and advancement on the interests of the militia. It was a service very dear to his affections, and he had ample reasons to feel interested for its success. He had served in almost every grade, from that of a private citizen soldier, to the station he then occupied. He made this remark in no boasting spirit, but simply as evidence of his means of judging of the benefits of a well regulated militia system, and of his experience of the personal

sacrifices necessary to sustain it. Our national militia was founded in patriotism, by those who had achieved the independence of our country, and should ever be considered as the principal safeguard of our institutions against foreign aggression. The administration of the national government had done little to support or sustain the militia. The maintenance and preservation of that valuable institution had, thus far, rested mainly with the several States of the Union. Well did it speak for the patriotism of a large portion of the people of this State, that with so little encouragement, and in defiance of so much popular odium, they had been willing by personal sacrifices to maintain the efficiency of the militia system. He had long known that there were many excellent public-spirited citizens actively engaged in the city of New York, in sustaining the militia, but he had not, until now, formed any just idea of the number, ability, and zeal of those whom he was proud to consider as coadjutors in a good cause. He had, on the present occasion, witnessed with great satisfaction the success of the efforts which had been made to give order and efficiency to this valuable branch of the public service.

While the councils of the nation had adopted the policy of dispensing with a regular standing army of a force adequate to maintain the honor and interests of the country in the exigencies of war, they had failed thus far in perfecting any measures to sustain and render effective this truly national arm of the public defence. The subject had been repeatedly presented to the public notice, and its importance must ere long awaken the attention and secure the support of wise and intelligent legislators. Until that period shall have arrived, the greater will be the amount of public gratitude due to those who continue to labor, unaided, in sustaining an institution so valuable to the country. In conclusion, he observed that the topic was one which he did not intend to discuss at length—it had been brought forcibly to his attention by the duties in which those he addressed had been recently engaged, and the remarks he had made were called forth by the sentiments of the toast last given. He had experienced much gratification at the reviews which had taken place, and had found in the spirit evinced by both officers and men, a sure indication of a determined and patriotic devotion to sustain an institution intimately connected with the public welfare. He proposed the following toast:

By the Commander in Chief.—The Militia of the city of New York, in discipline and patriotic spirit, they may fearlessly challenge competition, and deserve to be commended as an example for imitation.

REGULAR TOASTS.

4. The Army of the United States—The remembrance of their achievements is fresh in the hearts of their countrymen.

Washington's March

5. The Navy of the United States—It has gallantly borne our banner in every clime, and maintained our honor upon every sea.

Tune—Star Spangled Banner.

6. The 19th October, 1783.—The surrender of Yorktown—the glorious termination of our revolutionary struggle for life and liberty.

Tune—Yankee Doodle

7. The Militia—The Palladium of our Freedom—the safest defence of a free people.

8. The Union—"Palay to the brain that shall plot to dismember, and leprosy to the hand that will not draw to defend our Union"

9. The Memory of Washington—"He was the greatest man that ever lived in the tide of time."

Portuguese Hymn.

10. The survivors of the army of the Revolution—the remnant of that gallant band who pledged their lives and fortunes for their country's freedom, and nobly redeemed their pledge.

Auld Lang Syne.

11. Our National Flag—Eternal and unsullied, may it bear its bright constellation, the symbol of union and honor.

Tune—Hail Columbia.

12. Discipline and Subordination—The first lessons of the soldier—He knows not how to command, who has not learned to obey.

13. The Fair—Our hearts for their love—our lives for their honor. Tune—Home, Sweet Home.

After the regular toasts had been given, the President gave—

Frederick the Sixth, King of Denmark—Friendship of the United States with his nation—Prosperity to his government, and happiness to his people.

To which Capt. Kieruff made a suitable reply.

By Col. Worth, of the U. S. Army, and acting as volunteer aid to the Governor.

The ballot box, and the cartridge box—May the latter be held subservient to the former.

Brigadier General Hunt gave as a toast—

"The Society of the Cincinnati." Received with six cheers.

After this toast was given, Col. Graham, the Secretary of the New York Society, addressed the company to the following effect:—

"As the only officer of the Cincinnati Society present, it becomes my duty to acknowledge the compliment paid to the society, in the toast just given, and to return you my thanks as well as those of the society, for the kind enthusiasm with which it was received.

"We celebrate, on this day, among other things, the glorious event of the surrender of Yorktown, in the State of Virginia. On this day fifty-five years ago, one of the largest and best appointed armies that, up to that period, had ever left England, surrendered to the allied American and French army, and what is very extraordinary, (and so completely was the enemy surrounded by our army) that not a man escaped to carry the news to England, the news having been carried to that country by prisoners bearing an American passport. The surrender of this army sealed our independence, for though British troops remained in this country for a year after, yet were they prostrate and fallen, and the 'Star Spangled Banner' waved in triumph over our land."

"I ask, is such an achievement to be lost upon us? and I answer that it is not. I see before me but one of that band of heroes who fought in our revolutionary war, but I see around me on every side, officers animated with the same zeal for liberty, men who are willing 'to peril life and fortune,' to preserve the independence which their fathers gained; I see near me our patriotic Governor and Commander-in-chief, and have heard him express, and I confess with high satisfaction, on this floor, his intention to aid and foster a well organized militia, as the natural and safest bulwark and defence of a free people.—While this zeal exists, and such sentiments prevail at head quarters, our country and its institutions are in no danger, and this generation will transmit, unimpaired, to the next, the bright heritage of freedom. I would enlarge, Mr. President, on those matters, but am, from indisposition, unable to do so at this time, and will conclude by proposing the following toast:

"The artillery and infantry of the city of New York—they will sustain with honor, and defend with bravery, the liberty and independence for which their fathers fought."

The staff of the Commander-in-chief having been toasted, Judge Advocate General Van Vechten replied, and gave the following:

The officers of the militia of the city of New York—as prompt in rendering the hospitalities of private life, as in the discharge of their duties as soldiers.

By Adjutant General Harman. Stephen Van Rensselaer, of the city of Albany—The oldest Major General in commission in the State of New York; alike estimable for his virtues as a private citizen, and for his services as a military officer.

Brigadier General Hunt then proposed the health of Major General Stephen Van Rensselaer, jun. and Staff, which was received with great applause. Col. Cole, division inspector, replied in a spirited and eloquent speech, and returned the following:

By Col. Cole, of the Staff of General Van Rensselaer. The Standing Army of a Free people—Free citizens with arms in their hands.

By Paymaster General Wetmore. The friendships which spring from military associations, enduring as the memory of past pleasures.

By Colonel Warren, of Troy, A. D. C. The militia of the city of New York—They have proved, and are ready to prove again, that they love their country, and are willing to defend it.

By Colonel Shankland, of Albany. Citizen soldiers—The right arm of the public defence—They are indeed true patriots, who, at the sacrifice of private interests, are ever ready to step forth to enforce the civil power.

By Colonel James Monroe. The institution of a militia—the proudest monument of the wisdom and foresight of the framers of our Government.

Upon the Governor's retiring, he was greeted with the most hearty cheers.

And upon General Morton's retiring, General Sanford, to whom the chair was resigned, gave the following toast, which was drunk with three-times three.

Major General Morton. The officer and the gentleman. For near fifty years the firm supporter of our uniformed militia.

The entertainments having been got up with a view of paying respect to our Commander-in-chief, for his uniform attention to the improvement of the militia, and with feelings of personal regard to him, was partaken of, and enjoyed with the highest gratification.

Review of the Thirty-first Division of Infantry.

The Brigades of Major General Dougherty's division, commanded by Brigadier Generals Pautz and Keeler paraded on Thursday, the 20th instant. The line was formed on Fifth avenue, and the standing review upon the centre was taken from Fourteenth street. The division subsequently paid the honors of a marching salute to the Commander-in-chief, at Union square. In addition to the brigades above specified, Captain Vincent's company of Light Guards, and Captain Tompkin's company of Dragoons, were on duty. A squadron of Horse, from the regiment of Col. Storms, and commanded by that officer, volunteered as an escort to the Commander-in-chief, and were on duty during the reviews of the three days. Great praise is due to the officers and members of that corps, for the attention and alacrity evinced in the discharge of their duties.

In the preceding notice of the reviews of the militia, during the past week, we have endeavored to secure accuracy in the details. If any error or omission has occurred, we will with pleasure make the correction. In the sketch of the remarks of the Governor, at the military dinner, our reporter has endeavored to preserve the sentiments, though he may not have been able to give the precise language. The address was very happily delivered, and was received with great applause. In fact, the whole of the proceedings have been of a character to afford gratification to all those who believe that the militia should be protected and encouraged.

THE GREAT WESTERN MILITARY ROAD.—It will be recollected, by our readers, that at the last session of Congress, the sum of \$100,000 was appropriated for opening a military road, from St. Peters, near the Falls of St. Anthony, on the Upper Mississippi, along the western frontiers of Missouri and Arkansas, to Red river. In conformity with this act, a board of officers has been appointed by the Secretary of War, consisting of Col. Taylor and Maj. Smith of the U. S. army, and Major McNeill of the Topographical Engineers, who were ordered to rendezvous at St. Louis, (where, we perceive by the last papers, some of them had arrived,) to mature their plans of operations for surveying the whole route for the road. It is contemplated (we understand by a gentleman of the army, who has seen the instructions of the board) to establish a cordon of military posts along this road, for the more permanent and effectual protection of the western frontier. The board of officers are instructed to have a special regard to the law (also of the last session of Congress) for the removal of the troops from Fort Gibson, and for the location of a new post at or near the boundary line, agreeably to the provisions of the law, and the new road is to cross the Arkansas at the same point. *Arkansas Gazette.*

OUR NAVY YARD.—We had occasion the other day to look in upon the navy yard, and could scarcely help feeling, all the while we were there, like the rustic, who, on entering a carpeted room, looked around to see how he might avoid treading on the costly fabric at his feet. Every thing in the yard is as neat as a lady's boudoir. "Grim visaged war" has there emphatically "smoothed his wrinkled front." The missiles of death are turned into "monuments" of taste, and the whole is a happy emblem of the peace, prosperity and power of our country. It is inconceivable how much has been done within the last two years, with the very limited means employed, to beautify and improve the arid sand bank on which the navy yard was located. It seemed at first, as if the labor and ingenuity of man were destined to wage a vain and hopeless war with the elements; for every wind piled up the loose sands like the snow drifts of the north. It was an agreeable surprise therefore, to behold the most beautiful green sward covering a considerable part of the yard, and the live oak and the willow in full verdure, and growing with luxuriance and beauty. While there, we had the satisfaction of seeing the new plan for the improvement of the yard. It was prepared by the commissioners lately appointed (Commodores Stewart, Dallas and Bolton) to enquire into the subject, and suggest such improvements as they might deem necessary. It seems that some doubts had arisen in the minds of those who have the control of this matter at Washington, whether the present site of the navy yard was the most eligible that could be chosen. It was partly owing to this, and partly owing to an increased desire on the part of the Government to enlarge the public work here, and increase the facilities for repairing and building ships, that this commission was created. We understand, that after a careful examination of all the other points on the waters of this bay, which could be deemed at all eligible for such a purpose, the commissioners decided that the present location of the navy yard was every way the most desirable. The plan for the improvement of the yard, proposes the construction of a sea wall, which will, at the same time, serve as a wharf—within this is to be a wet dock, supplied with fresh water from the rear of the navy yard. This dock is, we should judge, about nine hundred feet long by about four hundred in breadth, and connected with it are four dry docks. Every thing else upon this plan is upon a scale of similar extent. If a course like that which the Government is pursuing here, had been adopted in relation to other navy yards, much expense and inconvenience might have been saved. Our works of this kind have generally been built without such a settled and connected plan as has been here adopted, and the consequence has been, that in some of the navy yards, almost every thing that has been done has had to be undone. It is not expected of course, that the whole of this plan will be carried out at once, but there is no doubt that from five hundred thousand to a million of dollars will be annually appropriated for this important work, until at least one of the dry docks be completed.—*Pensacola Gazette.*

THE NAVY YARD.—The people of Charleston aroused to a sense of their own importance, and having determined that our city shall be the great emporium of the South, as evinced by the success of the subscription to the great western highway, it becomes the duty of every citizen to contribute his best exertions to promote the prosperity and commercial importance of our beloved city.

The establishment of a navy yard at Charleston has long been a favorite measure with some of our wisest and best statesmen; efforts to this end were made some twenty-five years since, and the failure at that time was attributable to want of means alone, the Government having lost sight of it in their anxiety to extinguish the public debt. Renewed efforts were

made in 1824 and '25; since that period our harbor has been twice surveyed, and reports highly favorable have been made to the Navy Department. The commissioners are now engaged in surveying the harbor of Brunswick, in Georgia, and although a few feet more water has been found on that bar, yet all other advantages are on the side of Charleston. Brunswick does not admit the entrance of a frigate—sloops of war only can rendezvous there; the same class of ships can enter our harbor; in this respect then, nothing would be gained by the selection of Brunswick, while Charleston has all the advantage of a healthy sea coast, numerous mechanics, stores, and supplies of all kinds; and is, and must continue to be, the great commercial emporium of the South, affording facilities for ship-building no where else to be found. If, therefore, we fail to avail ourselves of our acknowledged advantages, Georgia will press her claims, and, if we remain indifferent to the benefit to be derived from the expenditure of public money among our citizens, Georgia, more alive to her interest, will snatch away the prize from our grasp. It being understood that the same class of ships that enter Brunswick can cross the bar at Charleston, and all other advantages being on the side of Charleston, with the declaration of some of our most distinguished naval officers, that "Charleston is the only place between Norfolk and Pensacola, fit for a navy yard," that the navy yards at Washington and Portsmouth should be abolished, rather than there should not be a naval depot here, and that at this time the people of Charleston have only to signify their wishes on the subject that they may meet a favorable response; it is hoped that some effort will be made to bring this subject to the view of Government as early as possible.

It being conceded that Charleston does possess advantages over any other place south of the Chesapeake for ship-building, we will briefly refer to her just claims upon the Government. The productive powers of our State exceed those of any other in the Union; thirty-six years ago, our exports exceeded fourteen millions of dollars; ten years since they amounted to upwards of sixteen millions, and this year it cannot fall short of twenty millions. A million of dollars revenue is collected here, and not more than fifty thousand dollars are expended among us, thereby creating a constant drain upon the prosperity and productive industry of the State; large sums of money are drawn from us to be expended at, and build up the prosperity of, the North at our expense. Why is it that we are so blind to our own interest, when by a little exertion and proper representation of facts we could probably procure redress? Let a public meeting be held on the subject, a strong memorial be drawn up, setting forth our imperious claims on the attention and justice of the Government, and let it be entrusted to the able Representative from this District in Congress, who has already embarked most zealously in the measure, and we think a favorable result may be confidently expected.—*Charleston Courier.*

BRIG RISING SUN.—A letter from Lieut. Com. Sturgis, of the U. S. revenue cutter McLane, of New Bedford, dated at Edgartown, Oct. 25, states, that after a full examination of all the facts, depositions, protests, &c., relating to the boarding of the wreck of the brig Rising Sun, near Nantucket, by several skippers, who took from her a part of her cargo, it appears that they were fully justified in the course they had pursued. The effects saved from the wreck, and landed at Edgartown, were 278 bbls. of flour and meal, and 51 kegs and 13 boxes of tobacco, which have been surrendered in charge to the commissioners of wrecks, for the benefit of those concerned.

PRINTING,

OF EVERY DESCRIPTION,

Neatly and accurately executed at the Chronicle office.

From the St. Joseph Telegraph.

The steamer *American*, on her trip from this place to Pensacola, (having on board a number of sick soldiers from the Tennessee brigade) when off St Andrews bay, broke her main shaft and was compelled to put back. An offer which had been previously made, was again renewed by the corporate authorities, tendering to the use of the sick the City Hotel, now being completed. All who could be removed from the boat without imminent danger to their lives, were taken ashore—and we are happy to announce them, without an exception, in a fair state of recovery. Three of these gallant but unfortunate "volunteers," whose names are announced under our obituary head, died on the boat; another died at sea, on board the *Major Dade*, which has since come into port, and landed here that portion of her sick, attached to the Tennessee corps. Their remains were interred with military honors in the public burying ground.

Death, to the reflective mind is terrible at any time, and in any shape—but to be cut down in a strange land, by a lingering disease, away from the tender endearments of "the long known and long loved," is a bitter conclusion to life's drama.

The soldier when he enters the camp, makes up his mind to meet difficulties of no ordinary nature: he holds his life cheap in the service of his country, and is ready for battle, or march, or nights of sleepless watching or days of fasting; and if it be his lot to meet death, in the perilous fight—he falls—in the flush of excitement—with the flag over his head—and the drum and the bugle sounding in his ears. Such is the destiny of war—and such is the death—"if come it must," that the brave man covets. But the invalid soldier who breathes his last on a bed of sickness, is unsustained by these cheering emotions; he feels the great enemy gathering around his heart, and sapping the citadel of life; there he lays on his camp blanket, unresisting as infancy, and though his comrades, with measured step and reveiled arms to the beat of the muffled drum, may consign his body to the grave, yet he feels that he falls unhonored—that he will be reported as one "who died of a fever." Where is the difference in the merit of a soldier who is killed by an Indian's bullet, or one engaged in the same service (and they are far more numerous) who died by Florida fever. All who perished in the prosecution of this fatal campaign, whether from disease or battle, should be reported as having died in the same honorable warfare; the same allowance made, and the same honors paid to all. These brave "volunteers," influenced alone by considerations of generous and ardent patriotism, (for what is the pittance allowed by government under the head of pay) at the sacrifice of every comfort, and at the imminent risk of health and life—have come to the rescue of our feeble and ravaged Territory. Let the heart then, and the hand, and the house door, of every Floridian be open to them; and if our statesmen at a distance knew the difficulties the trying vicissitudes of a campaign, where the climate is the most fatal and dreaded enemy—we are sure that a large portion of that surplus revenue, (of which we are at a loss to dispose,) would be poured into the laps of the survivors and the representatives of those who have proved their patriotism in their death.

SOURCES OF THE MISSISSIPPI.—From a letter written by the scientific traveller, Mr. Nicollet, to the President of St. Mary's College in this city, dated October 1, at St. Peters, Upper Mississippi, we have been kindly permitted to publish the following extract for the information of the public and the gratification of his friends:

"I have just returned from a long journey to the

sources of the Mississippi. I owe to the politeness and enlightened liberality of Col. Davenport, and the other officers of Fort Snelling, and of Major Taliaferro, all the facilities and the protection, which I needed to perform this long, painful and dangerous expedition. The result of this adventurous journey, is that I have completed the knowledge of the sources of the Mississippi, and have traced a detailed Geographic and Topographic Map of an interesting region, two-thirds of which have hitherto been unknown. The numerous researches which I have made are founded on two thousand astronomical and barometrical observations. I have spent 59 nights in the forests of the northwest, or in the marshes of the Mississippi, and yet my health is at this moment better than it has ever been. Uniting the observations of this campaign with the result of my labours for three years in the whole extent of the valley of the Mississippi, and in every direction in the Far West, I find myself enabled to write the physical and civil history of one of the greatest rivers in the world, from the height of its sources till it empties into the Gulf of Mexico."—*Baltimore Gazette*.

We find the following interesting article relative to the source of the Mississippi, in the *St. Louis Bulletin* of the 24th ult.:

The distinguished French astronomer and mathematician, Mr. J. N. Nicollet, now engaged in a tour of scientific observation through the different States and Territories of the Union, has recently visited the northern regions of the United States, and succeeded in penetrating farther into the interior, with a view of making the discovery of the true source of the great "Father of Waters," than has ever been before accomplished. Mr. Nicollet left Fort Snelling, mouth of the St. Peters, about three months since, and at great expense and trouble transported his splendid set of astronomical and other instruments through a country offering obstacles at every step, taking advantage of every opportunity to ascertain latitudes, longitudes, the magnetic variations and dips, the intensity of the force of gravity, geological and mineralogical examination, and indeed every other observation connected with the sciences, which might be considered useful, not only to himself and the various scientific and literary societies in Europe and the United States, to which he belongs, but to the whole scientific world.

In this short space of time Mr. N. has made more than two thousand astronomical observations, besides noting many other important facts calculated to enable him to carry out fully and satisfactorily the important objects of his expedition to the source of the Mississippi. His maps and charts have been examined by a correspondent of ours, whose knowledge of the greater portion of the country through which Mr. N. passed, is general and accurate, and pronounced to be most perfect. They fully establish the latitude and longitude of many of the most remarkable places in the northwestern region of the United States. By the important discoveries of Mr. Nicollet, we are put in possession of the valuable information that the source of the Mississippi is *not* (as heretofore stated) in the La Beasch Lake, which Mr. Schoolcraft denominated the "Itasca," but that *river* are the true source, and not the lake in question.

It is laid down and established by Mr. Nicollet that the true source of the "Father of Waters" is to be found in five different rivers, an extension of the waters of which forms the La Beasch Lake. Thus has the honor of this discovery, so long contended for by many travellers and writers, been reserved for Mr. Nicollet, and we sincerely hope he may succeed (as we have no doubt he will) in the establishment of his superior claims to the distinction.

WASHINGTON CITY;
THURSDAY,..... NOVEMBER 10, 1836.

We thank our correspondent Neander for his notice of the account of the battle of Lundy's Lane, which we recently copied from an English periodical.

That article was copied, not from the work in which it originally appeared, but from a New York paper, and was published that our officers might see what is said of them and of our country abroad. It was no doubt manufactured to order, as are thousands of other contributions to the English press, to suit the taste of its readers.

We regret that our officers have not thought it worth their while to correct the misstatements of ignorance or prejudice, which have from time to time appeared, in relation to the events of the late war. They have in almost every instance been contented to rely upon history for a vindication, forgetting perhaps that an oft repeated falsehood eventually comes to be looked upon as truth.

We have been requested to publish in the Chronicle the letter of Gen. Gains to the Adjutant General of the army. We should have done so, of our own accord, but we have not a copy. The number of the New Orleans Bulletin, containing the letter, failed to reach us. If any one will furnish a copy, we will publish it.

EXPLORING EXPEDITION.—The frigate *Macedonian* was launched at the navy yard, Gosport, on Tuesday, 1st instant. She is an entire new ship, there not being a particle of her original timber now in her; her dimensions, but not her armament, have been altered. A salute was fired on the occasion from the flag ship *Java*.

The two vessels ordered to be built at Boston, have also been launched, and one of them is already sparred and rigged. They are stout, substantial vessels of about 240 tons each, are to be barque rigged, and have been built in seventy working days.

ITEMS.

Commodore Woolsey, Capt. Claxton, and Master Comdt. Shubrick, U. S. navy, commissioners to ascertain the best site for a naval depot on the southern Atlantic coast, arrived at Savannah on the 26th ult., from St. Mary's.

Maj. Gen. Macomb and Capt. S. Cooper left Washington on Monday last, for Frederick, Md., to organize the court of enquiry about to be held there. We have not heard whether the other members have arrived or not.

Several officers of the navy have been ordered to report to Captain J. B. Nicolson for duty; they will be employed in recruiting seamen for the U. S. ship *Independence*, which is to be the flag ship on the coast of Brazil.

The frigate *Brandywine*, Commo. Wadsworth, it is believed, is on her return to the United States, without waiting for the relief ship; the term of enlistment of her crew having expired, or very nearly so.

Gen. Bernard, formerly assistant engineer in the service of the United States, has been appointed Minister of War in France.

The house built and formerly occupied by Commo. Decatur, in Washington, has been sold to Mr. John Gadsby, for \$12,000. Mr. G. has retired from the charge of the National Hotel, having acquired a handsome competence.

LETTERS ADVERTISED.

NORFOLK, November 1, 1836.

NAVY.—Dr. G. Blacknall, Purser Watson, 6, P. clerk George Williams, Com. H. E. Ballard, 7, Lieuts. Farran, 2, Glendy, 2, Selfridge, 2, Gillespie, Midshipmen Forest, 2, Talliaferro, 2, Van Wyck, 3, Swann, 4, French, 3, Ward, 3, Trapiere, 2, Berryman, 2, Heap, Hunter, Harrell, Miller, Sinkler, Love, Perlee, Gansvoort.

COMMUNICATIONS.

BATTLE OF LUNDY'S LANE.

MR. EDITOR: I have read with some interest, as I do habitually, all productions of the pen wielded by British military writers, the extract in a late No. of your Army and Navy Chronicle, from the London New Monthly Magazine, entitled "Recollections of Lundy's Lane." Productions of this sort, cyclopedic recollections, or having other equally appropriate cognomination, have, for a period of years past, been occasionally put before the British public to amuse or flatter national vanity, or possibly to foster a proper national pride. Where the emanation has flowed from the pen of the professional writer, perhaps the object, which in the eye of the military reader is somewhat attractive, and is well calculated to beguile the leisure hour of the soldier, has in view only a strong desire to promote in a particular service, an exalted esprit du corps, or to seek occasion to blazon forth the deeds of some gallant individual, who was fated to die upon the bed of glory. The task of thus perpetuating noble daring, and enshrouding individual chivalry, is doubtless praiseworthy and incentive to literary effort. In seeking, however, thus to immortalize or celebrate the achievements of the gallant living, or the glorious dead, it is quite unnecessary—it is positively wrong—to misstate the facts of a campaign, or to give false coloring to the principal features of an achievement, in order to place in bold relief the noble actions of individuals, or of certain corps or regiments. The desire to ennoble, so to speak, a regiment in its aggregate character, is a trait almost peculiar to the British Government; hence in that service the many devices and the names clustered upon regimental standards, and even on the buttons of regimentals, authorised by Royal mandate to be displayed and worn. This is irreprehensible; it is even, if you will, proper and honorable as a means of fostering regimental pride, provided there be underneath no false assumption, no gloss, or no surreptitious plucking of laurels from the brow of another service.

I am led thus to make general reflections upon the state of British military literature, and the practice of the British Government in reference to the pride of its military establishment, because of the false coloring in the article abovementioned in its descriptive painting of scenes at Lundy's Lane. Doubtless the lights and shades of the picture are intended more to give brilliancy to British valor, and make more prominent in the scene the noble bearing of the "young and gallant Moorsom," and so lighten "his path of glory," than to disparage the gallant foe who contended upon the same field for the palm of victory.

Now, as the contributor of the article referred to has partaken more or less of the spirit I animadvert upon, it is the object of this communication to point out to you in what particulars he has, in his zeal to glorify the memory of a gallant young officer, sacri-

ficed at the altar of exaggeration, and in order to give his hero a most respectable figure in the foreground of his picture. Without attempting any thing like a fault-finding with the high sounding terms and figures of speech employed in the narration, where they are used to round a period or grace a paragraph, or do not distort a fact, I proceed at once to show that the author could not have witnessed the scene he has attempted to depict, or that he has wilfully misrepresented what he may have seen, were he present on the field of Lundy's Lane.

First then, our author gives you an animated description of "dear white" and "blue" crosses of St. George, flaunting proudly in "silken banner," and banners emblazoned with names of strongholds won upon the peninsula. Now it is a notorious fact, that the regiments of the British army in Canada, during the late war did not indulge in the pomp of displaying upon the battle-field any banner or standard of his description; a fact well understood on our part, and attributed by us to what we were made to believe, that whenever a regiment in that army lost its colors upon the field, no matter by what accident, or whether or no they were ingloriously upheld in the *mélée*, the King would not give it another until it took a hostile flag upon a battle-field, and moreover, that it might, in the case, according to the good pleasure of the King, as apt to punish as to reward, be deprived even of the regimental facings, to be restored only upon a like event. Certain it is, on the occasion alluded to, no such gorgeous display of banners and crosses was witnessed at Lundy's Lane.

Soon after opening the drama, our author is pleased to bring forward upon the scene *two compact columns* in dark blue uniforms, with many a *striped and star spangled banner* floating in the wind. Now although he pays a well-merited compliment to the boldness and bravery of the American troops, according to the fact, yet it is somewhat qualified by giving the reader to understand that the British position was most gallantly assailed by two columns at once. In point of fact, that position was assailed by *one* column of troops, in uniforms of *gray*, and the assault pertinaciously persevered in for the space of nearly one hour, when another column in blue came into the field, and most gallantly carried with fixed bayonets the very centre of the British position, and the park of artillery with which it was crowned; and what is decisive of the American claim to victory, kept both during the action, against powerful and repeated efforts of the British to regain them.

It is entirely a mistake, to give the assertion no harsher contradiction, to say, that the Americans were repeatedly repulsed in the attacks valorously made by them upon the British lines, even to, and and past the cannon's mouth, and that they as repeatedly fell back to fated ground, charged in turn by the British into the bosom of a forest. The British position once gained, was kept, and the cannon upon it;—to regain which, fruitless attempts were made, when the foe, exhausted by his unavailing efforts, retired from the field.

That the gallant Moorsom fell in honorable effort to gain a name, it is not doubted; but that he fell near the commander of a brave American brigade, cannot be true, because no officer of such rank fell on that day, nor was any officer killed there while gallantly covering a retreat before an advancing foe, for the very reason that no American brigade retreated or retired from that field, before the British army completely yielded the whole contested ground to the almost unexampled bravery of the American troops.

That the dust of the gallant Moorsom mingles in the same earth with an equally gallant foe, may be true, and that the beautiful lines indited to his memory may in this case be truly appropriate, is an admission. I am disposed to make, without the least stint of generosity.

NEANDER.

FORWARD OFFICERS IN THE NAVY.

Mr. EDITOR:—There is one class of officers in our navy, whose complaints are seldom heard; whose petitions never trouble Congress; and who, perhaps, more than any other, have just grounds for both. Their services cannot be dispensed with; they are the sinews of the navy; but by their habits and long absence from their country, in its service, they have lost that powerful agent, influence, and they seldom attempt, through the public press, to enlist the voice of the people in their favor; they patiently wait, from year to year, living on the hope that the Legislature will mitigate their condition; their expectations were seemingly about to be realized, when the late navy bill came before Congress, and perhaps would have been, were it not for that eternal hankering after English rules.

The class of officers that we allude to are the boat-swains, gunners, carpenters, and sail-makers; the oldest of whom have yet to learn what duty they have to perform on board a ship of the line that gives them \$250 per annum more than if they were serving on board a sloop of war. Happy indeed would they have been if the largest ships could always be given to the most experienced and deserving; but from the following table it will easily be perceived that this neither has been, nor can be done. The acting boat-swain of a ship of the line receives \$822 per annum, while his senior, by twenty or thirty years, in a navy yard, is only receiving \$500, and out of this he must pay house rent, fuel, servants, &c., while the junior has all these furnished him at the expense of the Government. When will men, who are vested with power, do justice to those who are forced to appeal to them by so feeble means as we now use?

The following table is made up from the columns of the *Army & Navy Chronicle*, and the *Navy Register* published by the Department on the 1st January—which are the most authentic sources.

	Ship of the line.	Frigate.	Sloop of war.	Brig or schooner.	Navy-yard.	Ordinary or receiving ships.	On leave, or waiting orders.	Total.
Pay per annum, including rations, \$	822	672	572	572	500	500	360	
BOATSWAINS.								
10 years standing & upwards,	-	-	-	-	1	2	-	3
5 do. do. and under 10,	-	1	1	-	2	-	1	5
Under 5 years,	-	2	1	-	3	-	1	7
Acting,	1	2	7	1	1	1	-	13
GUNNERS.								
10 years standing & upwards,	-	1	-	-	3	-	1	5
5 do. do. and under 10,	-	1	1	-	1	-	-	3
Under 5 years,	1	-	3	1	-	1	3	9
Acting,	-	3	5	3	1	1	1	14
CARPENTERS.								
10 years standing & upwards,	-	1	1	-	2	-	1	5
5 do. do. and under 10,	1	-	-	-	2	1	-	4
Under 5 years,	-	3	3	-	1	-	-	7
Acting,	-	1	5	1	-	-	-	7
SAIL-MAKERS.								
10 years standing & upwards,	1	1	1	-	-	-	1	4
5 do. do. and under 10,	-	1	1	-	-	-	3	5
Under 5 years,	-	1	1	1	2	-	2	7
Acting,	-	2	6	-	1	-	-	9

Look at the tiny sloop of war, and the huge ship of the line, and tell us if the rigging, tapering spars, and neatly arranged cordage of the former do not appear as intricate as those of the latter. Look at the fitting and equipment of her guns; are they not as neat, and as ready to pour destruction on the foe as those of the ship of the line? The carpenter's and sail-maker's work is the same. The difference between the two is, that on board the larger ship the duty is heavier, not more difficult; but there is a proportionably greater number of men to execute it. In fact the forward officers of a ship of the line may wear gloves and not soil them; whereas, on board of a sloop of war, necessity very often compels them to put their own hand to the plough. This being the case, why should there be a difference in the pay? And if a difference there must be, ought it not to be in favor of the small ship, where the accommodations, &c., are not so good as in the large vessel?

In the British navy, from which this plan is taken, it operates fairly upon all. The individual passes an examination, say for a boatswain; he is ordered first to a brig, then to a sloop, next to a frigate, ship of the line, &c. Thus he gradually arrives at the head of his profession; his long servitude gives him rank and an increase of pay; he becomes the 2d, finally 1st boatswain of a dock yard, where he has a competent salary, and ends his days in the faithful discharge of his duty to his country, and in the bosom of his family and friends; and this rank nothing but the sentence of a court-martial can deprive him of. This is a noble incentive to a faithful discharge of duty, and when there is a sufficient number of these grades warranted in our service to enable the Secretary of the Navy to act upon a similar principle, then may the present pay bill operate equally; but as it is not to be supposed that the lists will ever be increased to 60 each (the number that would be required,) it follows that unless the law is revised, these men must suffer acts of injustice from each other, which will engender the worst feelings amongst themselves; and instead of procuring an abler class of men, (the want of which has long been felt,) the navy will become even more destitute than ever, and must have recourse to the old plan of making a man an officer to-day, and reducing him to a seaman to-morrow, to the everlasting injury of the service. By examining the above table, it will be perceived that there are fewer of these grades on leave of absence than any other, and yet some of those marked on leave, have no doubt been ordered on duty since; and it will also be seen, that those holding acting appointments have as great a proportion of large ships as those who are warranted.

We will not intrude longer on the time of the reader, than to express a hope that some member of Congress will, at its next session, bring to the notice of that body the inequality of the pay of these officers, and adopt some plan more congenial to the interests of those who thus appeal to them for redress. \$650 per annum would perhaps be a fair salary, and one ration when on sea service. The \$360, when on leave of absence, will always be a sufficient inducement to apply for active service, for it is scarcely necessary to state, that on our sea coast a man cannot support a family, and himself like an officer, on the scanty sum of \$360 per annum.

JOHN PAUL JONES.

On the 12th ult, Major Gen. Jesup and staff, with about 350 regular and volunteer troops, left Apalachicola in the steamboat Merchant, for Tampa Bay. An equal number of men was daily expected to arrive from the Creek country, to proceed also to Tampa Bay.

We learn that an express started from the city yesterday morning to Florida, to relieve Governor CALL from the command of the army, and assigned it to General Jesup.—*National Intelligencer*.

DOMESTIC INTELLIGENCE.

A letter to the editors of the Baltimore American, dated Apalachicola, October 20, says:—

"A battalion of three companies of U. S. artillery arrived at this place on the 16th inst., in the steamer Commerce, from Chattahoochee. The officers in command are Maj. M. P. Lomax, commanding; Lt. Bainbridge, 4th artillery; and Lieut. Sherman, 3d artillery.

On the 16th, a regiment of U. S. marines arrived here from Fort Mitchell, Ala., on their way to Tampa Bay.

The officers attached are as follows:

Archibald Henderson, Col. Com'dt of the corps.	
Samuel Miller, Major and Bvt. Lieut. Colonel.	
Wm. H. Freeman, " " "	
Levi Twigg, Captain of company A.	
John Harris, " " B.	
Parke G. Howle, Captain, and Adj't and Inspector.	
Wm. Dulany, Captain of company D.	
George W. Walker, " " E.	
Benj. Macomber, Bvt. Capt. " C.	
Alvin Edson, 1st Lt. Com'g, " F.	
George F. Lindsay, 1st Lt. and Act'g Quartermaster.	
Francis C. Hall, 1st Lieut. and Assist. Commissary.	
George H. Territt, 1st Lieutenant company A.	
Wm. E. Stark, " " B.	
William Lang, " " C.	
D. D. Baker, 2d " " F.	
Louis F. Whitney, " " D.	
Robert C. Caldwell, " " E.	
William L. Young, " " A.	
Josiah Watson, " " B.	
John A. Kearney, Surgeon U. S. Navy.	
James Gatchell, Serjeant Major.	

The steamer Meridian, and schooner Pilot, have just left for Tampa Bay with stores only. The steamer Swan, on her way from New Orleans to Tampa Bay, 14 days out, came in to-day, and will proceed for her destination.

Col. Henderson's and Maj. Lomax's commands are waiting the return of the steamer Merchant from Tampa Bay, expected hourly. The marine officers and men are all in good health. There has been no death (except one by consumption in Columbus) since they engaged in the Indian campaign. But officers and men express great anxiety to be on the field of action."

The captain, doctor and two of the crew belonging to the Texian armed schooner Terrible, had (on preliminary examination) been committed for trial, but were liberated on giving bail. It appears that she had previously been in the service of Texas; that her commander, Captain Allen, had temporarily given control of her to Mr. Williams, and afterwards desired Captain A. A. Randolph to take charge of her, and equip her as a vessel of war—giving him a letter of marque in the Texian service. Williams, being thus displaced with his crew, required the captain of the U. S. sloop of war Boston, to capture the Terrible, as a Texian privateer; and asserted that Captain Randolph threatened to attack the Sardinian ship engaged in the commerce of Mexico. The facts were proved on examination; and the prisoners were committed for trial under the act of Congress of 20th April 1818, on the grounds that they enlisted, and caused others to enlist, in an armed vessel having a letter of marque against a friendly nation. If convicted, the penalty is \$1,000 fine, with imprisonment not exceeding three years.—*New Orleans Standard*.

A company U. S. dragoons, lately formed at the recruiting rendezvous at Shepherdstown, passed through our town on Sunday last, under the command of Lieut. E. D. Bullock, the recruiting officer, on their way to Winchester, (Va.) where it is probable they will take winter quarters.—*Charlestown (Va.) Free Press*.

APALACHICOLA, October 26.

ARMY MOVEMENTS.—A detachment of artillery under the command of Major Lomax, left their encampment in the vicinity of Irwington, about the 4th of October, and proceeded by land to Mount Vernon on the Chattahoochee. A command under Capt. Lyon of the 3d regiment, was left with the sick of the battalion under the care of Dr. McKnight of the navy, attached to the expedition. Above Fort Gaines, General Jesup, with 150 men, embarked on board the steamboat *Le Flore*, under the command of Major Churchill of the 3d artillery. They arrived here on Wednesday last, in good health and spirits, and after mustering the U. S. troops already here, proceeded on Friday, in the steamer *Merchant*, for Tampa Bay. They are a fine, hardy looking set of men, and are determined, under their gallant leader, to terminate the Seminole war. Success attend them.

The number of troops, including volunteers and regulars, which left in the *Merchant* for Tampa, was about 350. There are about the same number still behind, and on their way from the Creek territory, and which are daily expected.

PENSACOLA, Oct. 22.

LOSS OF THE U. S. STEAMER LT. IZARD.—Lieut. Raphael Semmes, U. S. navy, arrived at this place with his officers and crew on the 18th inst. in the transport schooner *Frederick Arnet*, from the Withlacoochee, where, we are sorry to state, the *Izard* was lost on the 11th inst. Lieut. S. had proceeded to this part of our coast in company with Gen. Read and one hundred and fifty of the Florida militia, with the design of penetrating into the Seminole territory by means of the Withlacoochee, but the *Izard* having grounded on one of the out bars was so much injured as to become, in the course of a few hours, a complete wreck. Gen. Read had been engaged, for the week previous to Lieut. S.'s departure from the Withlacoochee, in barricading a barge and making other preparations for the purpose of ascending the river with provisions; it being his intention to establish a depot of supplies, near the falls, fourteen miles above the mouth of the river. Lieut. S. brings no intelligence of importance from the seat of war. Gov. Call with his fourteen hundred mounted Tennesseans was supposed to have marched in the direction of Volusia. Capt. Lane, of the U. S. army, had reached Tampa Bay with eleven hundred friendly Creeks, who had immediately taken the field. A slight skirmish took place shortly after their landing, near Hillsborough, which resulted in a few persons being wounded on either side. It is said that the Indians are embodied in considerable numbers near Tampa Bay, and that they manifest a disposition to carry on the war with vigor and resolution.

Midshipmen Wm. B. Beverly and Wm. L. Parkinson arrived with Lieut. S. in the *Frederic Arnet*.—The crew of the *Izard*, like those of the *American* and *Dade*, have returned enfeebled and worn down by disease. Out of a crew of twenty-eight, who left here in the *Izard* in June last, only four men have returned in health. The country, however, is now beginning to grow more healthy.—*Gazette*.

The following particulars are extracted from recent letters received in this city from Florida.—*N. Y. Evening Post*.

ITEMS FROM FORT BROOKE, TAMPA BAY.—Some time since I heard that the head of the friendly Indians died when within twenty miles of his place of final destination in Arkansas. Poor fellow! he was a noble Indian, of whom I will write more hereafter. There have, in truth, been few such red men as "Holachte Emathla" or Blue Warrior. I would tell you that the *ch* in Holachte is pronounced like

the German *ich*. His death excited a feeling of very general regret. But for the aid of his friendly dispositions and remarkable energy, there would not now be a friendly Indian in Florida. Having brought over to our side 499 Indians, he migrated in April last for the west. At Fort Brooke, in July, we had a small break in upon the general monotony. On the 18th of that month six or seven men, whilst cutting wood at the distance of a mile, were attacked by thirty or forty Indians. The savages rose up within ten yards of them and fired—missing all but one, who was slightly wounded in the side. Our men of course took to their heels, and one poor fellow, named Patrick Quin, was overtaken. He discharged his musket at them, and as they approached him, he knocked one of them down with the butt end of it; but he was soon overpowered by numbers. One Indian actually fired at him at the distance of 12 feet, and missed him; and six or seven fired at a very short distance. Their rifles having failed, they attacked him with knives, stabbed him in the back, through the lungs, knocked him down, and scalped him, and yet he still lives in the hospital, and is absolutely recovering. He received two large stabs in the back, and two in the neck; a scalp about the size of the palm of the hand was taken off. He says that he distinctly recollects every stage of the process, and that two men were upon him, stabbed him in the back of his neck, seized him by the hair, and in a trice stripped him of his scalp. The Indian then sprang up into the air with a shrill and long yell, when they all scampered off. Undoubtedly, they thought him dead, and were hurried off by seeing our men hastening to the rescue. At the Fort we heard the rifles and the war-whoop, and in one minute the men were paraded under arms, and a strong detachment hurried to the spot. Half a dozen of our men were mounted. We chased them above three miles, the horsemen overtook them, and exchanged shots, but of course could not close with such superior numbers. These incidents will show you how much the aim of the Indian rifle has been exaggerated. To be shot at by half a dozen Indians, at a distance of twenty yards is of course to be in danger, but that is all. Their miserable shooting is hardly credible, and during the last campaign, I am persuaded that not more than one of a thousand balls, at a reasonable distance, took effect,—and when they do hit, their balls are so small, that if a bone is not broken, they make but a slight flesh wound. Numbers of the Seminoles will starve or commit suicide rather than yield. Their king, "Micco-Nepa," commonly called Micanopy, remains in the glades. His majesty is a huge lump of fat—kept in the glades for safety, far too unwieldy to run, and too sacred to be left for us to pick up. Those who know him say, that in the last extremity, he will cut his own throat or hang himself.

PASSENGERS.

NEW YORK, Nov. 1.—Per ship *Erie*, for Havre, Professor Charles Davies, of the West Point Military Academy, and Lieut. B. R. Alden, of the army.

Nov.—per barque *Roman*, from Rio Janeiro, J. R. Goldsborough, of the Navy.

SAVANNAH, Oct. 30.—per brig *Georgia* from New York, H. J. Hartstene, of the navy, and lady; Dr. Worrell, of the army.

Per steamer *John Stoney*, from Garey's Ferry, Lt. Waggaman, of the army.

Per steamboat *Forester*, from Charleston, Lt. Smith, of the army.

Oct. 31.—Per ship *Milledgeville* from New York, Dr. P. Minis, of the army, and lady.

CHARLESTON, Oct. 29.—per steampacket *South Carolina*, from Norfolk, Capt. Ward, Lieuts. Hagner, Lee, Warner, Bransford, Conklin and Allen, of the army.

THE FLORIDA CAMPAIGN.—The failure of Gen. CALL's late expedition against the Indians having been attributed to his disappointment in not finding a supply of provisions on the Wythlacoochee, it has been naturally supposed by many that this disappointment was imputable to some remissnesses in the Subsistence department of the government in not placing sufficient supplies of provisions within reach of the general commanding in Florida; and this opinion has been freely expressed through our columns, as well as those of other journals. It is due, however, to the vigilant administration of that department to state, that we have authentic evidence of its innocence of any delinquency in the case referred to, or of its being chargeable with any of the blame which attaches to General Call's failure. On the contrary, there were placed in depot on the east side of Florida, on the St. John's and at other points, as early as the month of September, not less than six hundred thousand rations; and on the west side of the peninsula, at Tampa Bay, on the Suwanee, and other points, three hundred thousand rations. This large stock of provisions, at various depots on both sides of the peninsula, was placed at the disposition of General Call; he was officially advised by the department of their deposits, and it was left to him to order supplies to be transported to any of the points at which his operations might require them, before he moved his army. If he failed to do so, and suffered the frustration of his expedition in consequence, the blame cannot justly attach to the Subsistence department.—*Nat. Int.*

GEN. BULL.—We are indebted to the politeness of a friend, for the following account of the proceedings of a court martial, (referred to some time since in the columns of our paper,) instituted for the investigation of charges against Gen. Bull, for alleged misconduct in the late Seminole campaign:

"The court was convened and proceeded to the consideration of the preliminary question: whether it had jurisdiction to try him?"

The ground of Gen. Bull's plea to the jurisdiction of the court was, that while in the Florida campaign, he was a United States officer, and in the United States service, and that, therefore, a court martial of militia officers was not competent to take cognizance of his conduct. The decision of the court was not made public, as all such decisions must be kept secret until carried up for the sanction or disapproval of a superior officer; but from the fact of their dismissing the witnesses, the inference is, that the General's plea to the jurisdiction was sustained.—*Aiken Tel.*

LAUNCH OF A STEAM SHIP.—On Saturday the steam ship *Don Juan*, built for the Peninsular Steam Navigation Company, by Messrs. Fletcher & Fearnell, was launched from their building yard at Limehouse. This is the largest steam ship that has yet been constructed in the port of London, her dimensions being as follows: length of keel, 180 feet; extreme length over all, 200; breadth on deck, 49; depth of hold, 26. She presents a deck rather larger than the upper deck of an 84-gun ship of war, and will be propelled by engines of 300 horse power, the cylinders being 67 1-2 inches in diameter and 6 feet stroke. This superb vessel is intended to run in the line of steamers established by the above company from London and Falmouth to Oporto, Lisbon, Cadiz, Gibraltar, Malaga, and back, and from which much benefit has already been experienced in the peninsular trade. The cabin accommodations of the *Don Juan* are laid out on an entirely novel plan, and parties wishing to be select will find in her separate cabins, with every convenience adapted for families or parties, from two up to twenty in number. Indeed this plan, which has been too much neglected generally in passage vessels, is, we understand, to be adopted in all the new vessels of this company.

From the Darien, Geo. Telegraph, Oct. 25.

U. S. BRIG OF WAR PORPOISE.—This vessel, which has conveyed the commissioners—Commo. Woolsey, Capt. Clayton, and Master Comdt. Shubrick—to Brunswick, to ascertain whether a good site could be discovered for a naval depot, lost ten of her crew by desertion, on Sunday last. The fellows were permitted to go ashore at St. Simons, to recreate, promising to be on board before sunset. That period, however, passed, and they did not return. An officer was sent to look after them; when it was found that they had persuaded a negro of Mr. Gould's to accompany them, and stolen a boat belonging to Colonel Hazard, with which they left the island. They were traced to Sterling by two officers, both of whom arrived in this city on Tuesday last, in pursuit of them; but not being able to procure a relay of horses at the former place, they were, for the present, obliged to abandon the chase of the fugitives. The negro was, however, apprehended; and he stated that the sailors had told him to leave their company. They have cut Uncle Sam's buttons off their clothes, but will doubtless be easily recognized by the peculiar nautical carriage which a man-of-war's man never divests himself of. We hope they will be taken up; as so many tars "capering ashore," under such circumstances, might, in all probability, not be very well able to discriminate between *meum* and *tuum*.

TO MARINERS.

From the New York American.

The following notice was this day received from the Admiralty Office. As it is of importance to all engaged in navigating the Bahama banks and Florida gulf, editors of newspapers in the Atlantic cities are requested to publish the same.

HYDROGRAPHIC OFFICE,

Admiralty, Sept. 1, 1836.

BAHAMA LIGHTS.—His Majesty's Government having established two new light-houses in the Bahama islands, the following particulars of them are published for the information of mariners:

GUN CAY REVOLVING LIGHT.—At two hundred and fifty yards from the southern extreme of Gun Cay, (a narrow ridge of coral which stands on the western edge of the Great Bahama bank,) this light-house has been erected, in 25 deg. 34.30 N. lat., and 79 deg. 18.24 W. long. Its base is 25 feet above high water, and the height of the tower is 55 feet. The light revolves once in every minute, and may be seen in all directions, except between the bearings of S. by W. 1-2 W. and S. 3-4 E. (magnetic,) where, at the distance of about eight miles, it will be intercepted by the Bemini islands.

When within 5 miles distance, vessels should not bring the light to the southward of S. E., as the chain of cays and reefs project in a curve to the westward, and as they lie within a mile of the outer edge of the bank, there might be scarcely time to obtain soundings. The flood tide also sets strongly to the eastward through the intervals of the cays, where it is high water at full and change at 7h. 30m. and the tide rises 3 feet.

The light being 80 feet above the level of the sea, it will be visible in clear weather at the distance of 12 miles to an eye elevated 10 feet.

13	do	do	20 do.
15	do	do	40 do.
17	do	do	80 do.

ABACO REVOLVING LIGHT.—At one-third of a mile from the Hole-in-the-wall, (as the S. E. point of Abaco island is called,) this light house has been erected, in 25 deg. 51.30 N. lat., and 77 deg. 10.45 W. long. Its base is 80 feet above high water, and the tower is 80 feet high. The light revolves once in every minute, and may be seen in all directions except where the high parts of the island intervene; and being 160 feet above the level of the sea, it will be visible in clear weather at the distance of 15 miles to an eye elevated 10 feet.

17	do	do	20 do.
19	do	do	40 do.
21	do	do	80 do.

There is good anchorage (during ordinary winds) in 10 and 11 fathoms, with the light house bearing E. by N. about half a mile from the shore. The time of high water at full and change is at 9h. 0m., and the tide rises 3 feet.

EMPLOYMENT OF THE NAVAL FORCES IN LAND EXPEDITIONS.—A letter from Key West, dated October 10th, just received, states the arrival of the *Vandalia* at that place.

An expedition is proposed to go immediately against the Indians, composed of marines and sailors, consisting of about 250 men, under the command of Lieut. Powell. The volunteers from the navy for this expedition, are Lieuts. Smith, Waldron, McKeever,* Midshipmen Brown, Woodhull, and Alexander.

The expedition will proceed to Cape Sable, thence along the coast by way of Charlotte Harbor to St. Augustine, there to be employed, as circumstances require. The force will be absent about 8 weeks or more.

The reports daily brought in from the interior, of the cruelty and outrages of the Indians, are of the most revolting character.

The feeling of the sailors and marines are roused to the highest pitch. All appear determined, if they meet the enemy, to conquer or die on the field.—*New York Gazette*.

* This name must be wrong; there is no lieutenant of that name in the navy or marine corps.—*Ed. A. & N. C.*

From the North American Review.

I. Report of the Managers of the Port Society of the city of Boston and its vicinity, at its seventh annual meeting, held on the 1st of February, 1836. Boston. John H. Eastburn. 8vo. pp. 23.

II. Third annual report of the Seamen's Aid Society, of the city of Boston. Written by Mrs. S. J. HALE. Boston. J. B. Dow. 12mo. pp. 32.

The first of these documents is an exceedingly interesting pamphlet. It contains a history of the doings in which the Boston Port Society has been directly or indirectly engaged; a consideration of the success which has attended them; an account of the present condition of the seamen of Boston, and an outline of the best methods to be hereafter taken for their improvement.

The following important institutions have been established for the benefit of seamen: The Seamen's Bethel, in North Square; the Bethel Reading Room; the Bethel Union; the Bethel Temperance Society; the Bethel Nautical School; the Seamen's Aid Society; and the Savings Bank for Seamen.

These institutions are obviously suited to the exigency of the case, and the managers give us a detail of facts, which show that they have gone into successful operation. The account of the religious services, principally under the direction of the eloquent Mr. Taylor, at the Seamen's Bethel, is beautiful and affecting. It is stated that the Bethel Temperance Society has 93 members, and the Bethel Union 145; and the Savings Bank for Seamen had in January last \$24,600, deposited for seamen only. These are cheering facts, about which there can be no mistake.

The report proceeds to consider the present condition of seamen in the port of Boston, which it represents as still deplorably low. The causes of the fact are fully stated. In this part of the discussion a number of startling particulars are produced, and a system of horrible wickedness is unfolded. The facts exhibited in relation to the infamous frauds practised upon seamen by shipping masters and landlords, and the whole crew of atrocious villains, five hundred or more, banded with them, are such as to defy belief, if they were not too well authenticated. The clearness, the cogency, the eloquence of this admirable report, place the subject in its proper light. The appeal has been made, and we are confident that it will not be disregarded. The magnitude of the evil has been described in the language of feeling and truth; the remedies have been pointed out, and there will not be wanting an energetic and liberal public spirit to apply them. The merchants and citizens of Boston are awake on the subject.

The report of the Seamen's Aid Society is from the pen of Mrs. Sarah J. Hale. It gives us an interesting account of the measures adopted and executed by ladies of Boston, in aid of the general objects of the Boston Port Society. Their efforts have been chiefly directed to the wives and daughters of seamen. The means of the Society have not been very abundant; but the good they have done by the admirable judgment with which their operations have been conducted, is truly delightful to witness or hear of. The charity they have bestowed has been in the most unexceptionable form; the furnishing of employment, for which good wages have been paid; the preserving the self respect of the poor, and guarding their virtue by promoting their industry, while their wants are effectually supplied. Many poor females, connected with seamen, have been employed by them in making sailors' clothes, for which a store has been provided. This answers the double purpose of giving employment to the women, for which they are well paid, and furnishing the sailors with a convenient mode of supplying themselves with well-made clothes, at a reasonable price, and safe from the harpies of the *slop-shops*. The society was also desirous of establishing a free school for the daughters of seamen. It is stated that \$200 would defray all the expenses of such a school for six months. We understand that they have fully succeeded in accomplishing this noble object.

It is evident that the subject of these two reports is one of deep interest to the city of Boston; it has attracted much attention, and is going to attract more. The press should be unceasing in its calls upon the good feelings of the public, to see to it that the mischief go no further, and exist no longer. Our gallant tars, whose bravery protects our rights on the sea, ought not to be left a prey to "the harpies of the shore."

SELECTED POETRY.

From the American Monthly Magazine, for November.

"QUI VIVE."

Qui vive! The sentry's musket rings,
The channelled bayonet gleams;
High o'er him, like a raven's wings,
The broad tri-colored banner flings
Its shadow, rustling as it swings,
Pale in the moonlight beams.
Pass on! while steel-clad sentries keep
Their vigil o'er the monarch's sleep;
Thy bare unguarded breast
Asks not the unbroken, bustling zone,
That gilds yon sceptred trembler's throne,
Pass on, and take thy rest!

Qui vive! how oft the midnight air
That startling cry has borne!
How oft the evening breeze has fanned
The banner of this haughty land,
O'er mountain, snow, and desert sand,
Ere yet its folds were torn;
Through Jena's carnage flying red,
Or tossing o'er Marengo's head,
Or curling on the towers,
Where Austria's eagle quivers yet,
And suns the ruffled plumage, wet
With battle's crimson showers!

Qui vive! and is the sentry's cry,
The sleepless soldier's hand,
Are these,—the painted folds that fly,
And lift their emblems, printed high,
On morning mist and sunset sky,—
The guardians of a land?
No! if the patriot's pulses sleep,
How vain the watch that hirelings keep—
The idle flag that waves—
When conquest, with his iron heel,
Treads down the standards and the steel,
That belt the soil of slaves!

O. W. H.

Boston, Oct. 4.

ARMY.

HEAD QUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
Washington, Nov. 1, 1836.
GENERAL ORDER,
No. 74.

1. Promotions and appointments in the army since the publication of "General Order, No. 59," dated 29th August, 1836.

I. PROMOTIONS.

Corps of Engineers.

First Lieut. Henry Brewerton, to be Captain 21st Sept. 1836, vice Talcott, resigned.

Second Lieut. Robert E. Lee, to be 1st Lieut. 21st September, 1836, vice Brewerton, promoted.

Second Lieut. Alexander J. Swift, to be 1st Lieut. 31st Oct., 1836, vice Brown, resigned.

Brevet 2d Lieut. William Smith, to be 2d Lieut. 21st Sept., 1836, vice Lee, promoted. (Brevet 1st July, 1834.)

Brevet 2d Lieut. John Sanders, to be 2d Lieut. 30th September, 1836, vice Park, resigned. (Brevet 1st July, 1834.)

Brevet 2d Lieut. George W. Morell, to be 2d Lieut. 31st Oct., 1836, vice Swift, promoted. (Brevet 1st July, 1835.)

First Regiment of Dragoons.

Second Lieut. James M. Bowman, to be 1st lieut. 15th Oct., 1836, vice Kingsbury, resigned.

Second Regiment of Dragoons.

First Lieut. Lloyd J. Beall, to be captain 19th October, 1836, vice Lane, deceased.

Second Lieut. William Gilpin, to be 1st lieut. 19th Oct., 1836, vice Beall, promoted.

First Regiment of Artillery.

First Lieut. Lucius B. Webster, to be captain 30th Sept., 1836, vice Dimmock, resigned.

Second Lieut. George Watson, to be 1st lieut. 30th Sept., 1836, vice Webster, promoted.

Brevet 2d Lieut. John S. Hatheway, to be 2d lieut. 31st Aug., 1836, vice Leadbetter, appointed brevet 2d lieut. in the Corps of Engineers. (Brevet 1st July, 1836.)

Second Regiment of Artillery.

Second Lieut. George W. Ward, to be 1st lieut. 11th Sept., 1836, vice Dancy, resigned.

Second Lieut. Robert P. Smith, to be 1st lieut. 30th Sept., 1836, vice Humphreys, resigned.

Second Lieut. Edmund Schriver, to be 1st lieut. 1st Nov., 1836, vice d'Lagnel, appointed capt. of ordnance.

Brevet 2d Lieut. Charles B. Daniels, to be 2d lieut. 11th Sept., 1836, vice Ward, promoted. (Brevet 1st July, 1836.)

Third Regiment of Artillery.

Second Lieut. George H. Talcott, to be 1st lieut. 15th Sept., 1836, vice McKee, resigned.

Second Lieut. Eras D. Keyes, to be 1st lieut. 16th Sept., 1836, vice Barbarin, resigned.

Brevet 2d Lieut. William Mock, to be 2d lieut. 31st August, 1836, vice Anderson, appointed brevet 2d lieut. in the Corps of Engineers. (Brevet 1st July, 1836.)

Fourth Regiment of Artillery.

First Lieut. Wm. W. Morris, to be captain 15th Oct. 1836, vice Thompson, resigned.

Second Lieut. John N. Macomb, to be 1st lieut. 16th Sept., 1836, vice Cram, resigned.

Second Lieut. Edward Deas, to be 1st lieut. 15th Oct. 1836, vice Morris, promoted.

Second Lieut. John H. Miller, to be 1st lieut. 24th Oct., 1836, vice Beckley, resigned.

Brevet Second Lieut. Robert A. Wainwright, to be 2d lieut. 22d October, 1836. (Brevet 1st July, 1835.)

Brevet 2d Lieut. Thomas L. Brent, to be 2d lieut. 1st Nov., 1836. (Brevet 1st July, 1835.)

First Regiment of Infantry.

First Lieut. J. J. Abererombie, to be captain, 4th Sept., 1836, vice Shannon, deceased.

Second Lieut. John R. B. Gardenier, to be 1st lieut. 4th Sept., 1836, vice Abererombie, promoted.

Second Lieut. Sidney Burbank, to be 1st lieut. 29th Oct., 1836, vice Harris, dismissed.

Brevet Second Lieut. James McClure, to be 2d lieut. 4th Sept., 1836, vice Gardenier, promoted. (Brevet 1st July, 1833.)

Brevet 2d Lieut. Peter C. Gaillard, to be 2d lieut. 29th Oct., 1836, vice Burbank, promoted. (Brevet 1st July, 1835.)

Second Regiment of Infantry.

Brevet 2d Lieut. Marsena R. Patrick, to be 2d Lieut. 31st October, 1836; vice Leavenworth, resigned. (Brevet 1st July, 1835.)

Third Regiment of Infantry.

Brevet 2d Lieut. Joseph H. Eaton, to be 2d Lieut. 31st October, 1836; vice Fry, resigned. (Brevet 1st July, 1835.)

Fourth Regiment of Infantry.

Lieutenant Col. Enos Cutler, of the 5th regiment of infantry, to be Colonel, 21st September, 1836; vice Clinch, resigned.

First Lieut. Pitcairn Morrison, to be Captain 13th September, 1836; vice Sands, deceased.

First Lieut. George A. McCall, to be Captain 21st September, 1836; vice McIntosh, promoted.

First Lieut. Lorenzo Thomas, to be Captain 23d September, 1836; vice Martin, resigned.

Second Lieut. Bradford R. Alden, to be 1st Lieut. 13th September, 1836; vice Morris, promoted.

Second Lieut. W. W. S. Bliss, to be 1st Lieut. 21st September, 1836; vice McCall, promoted.

Second Lieut. Benjamin Alvord, to be 1st Lieut. 22d September, 1836; vice Thomas, promoted.

Second Lieut. John W. McCrabb, to be 1st Lieut. 30th September, 1836; vice Newcomb, resigned.

Brevet 2d Lieut. Charles Hoskins, to be 2d Lieut. 13th September, 1836; vice Alden, promoted. (Brevet 1st July, 1836.)

Brevet 2d Lieut. Collinson R. Gates, to be 2d Lieut. 21st September, 1836; vice Bliss, promoted. (Brevet 1st July, 1836.)

Brevet 2d Lieut. Marcus C. M. Hammond, to be 2d Lieut. 23d September, 1836; vice Alvord, promoted. (Brevet 1st July, 1836.)

Brevet 2d Lieut. Charles H. E. Spoor, to be 2d Lieut. 30th September, 1836; vice McCrabb, promoted. (Brevet 1st July, 1836.)

Fifth Regiment of Infantry.

Brevet Col. Sullivan Burbank, Major of the 7th regiment of infantry to be Lieut. Colonel 21st September, 1836; vice Cutler, promoted.

1st Lieut. Alexander Johnston, to be Captain, 31st October, 1836; vice Cruger, resigned.

2d Lieut. James L. Thompson, to be 1st Lieut. 31st October, 1836; vice Johnston, promoted.

Brevet 2d Lieut. Wm. M. D. McKissack, to be 2d Lieut. 11th September, 1836; vice Vancleve, resigned. (Brevet 1st July, 1835.)

Brevet 2d Lieut. Joseph H. Whipple, to be 2d Lieut. 31st October, 1836; vice Thompson, promoted. (Brevet 1st July, 1835.)

Brevet 2d Lieut. Samuel Whitehorn, to be 2d Lieut. 31st October, 1836; vice Stockton resigned. (Brevet 1st July, 1836.)

Seventh Regiment of Infantry.

Brevet Major James S. McIntosh, Captain of the 4th regiment of infantry, to be Major, 21st September, 1836, vice Burbank, promoted.

2d Lieut. Gabriel R. Paul, to be 1st Lieut. 26th October, 1836; vice Cass resigned.

Brevet 2d Lieut. Thomas B. Arden, to be 2d Lieut. 26th October, 1836; vice Paul, promoted. (Brevet 1st July, 1835.)

2 Promotions, by brevet, conferred for gallant actions and meritorious conduct.

[Vide 5th paragraph of "General Order" No 69.]

Lieutenant colonel by brevet.

Major Benjamin K. Pierce, of the 1st regiment of artillery, to rank from 21st August, 1836.

Majors by brevet.

Capt. William M. Graham, of the 4th regiment of infantry, to rank from 31st December, 1835.

Capt. Richard B. Lee, of the 3d regiment of artillery, to rank from 9th June, 1836.

Capt. Thomas Childs, of the 3d regiment of artillery, to rank from 21st August, 1836.

Captains by brevet.

1st Lieut. Campbell Graham, of the 3d regiment of artillery, to rank from 31st December, 1835.

1st Lieut. William S. Maitland, of the 3d regiment of artillery, to rank from 31st December, 1835.

First lieutenant by brevet.

2d Lieut. Alfred Herbert, of the 1st regiment of artillery, to rank from 27th July, 1836.

II. APPOINTMENTS.

Pay Department.

Wharton Rector, of Missouri, to be Paymaster, 15th August, 1836.

Christopher Andrews, of the District Columbia, to be Paymaster, 24th October, 1836.

Major Donald Fraser, of New York, to be Paymaster, 29th October, 1836.

Medical Department.

Robert Southgate, of Virginia, to be Assistant Surgeon, 30th August, 1836.

Isaac H. Baldwin, of Virginia, to be Assistant Surgeon, 30th August, 1836.

Samuel Forry, of Pennsylvania, to be Assistant Surgeon, 30th August, 1836.

Charles McCormick to be Assistant Surgeon, 30th August, 1836.

Corps of Engineers.

2d Lieut. Danville Leadbetter, of the 1st regiment of Artillery, to be *brevet* 2d Lieut. to rank from 1st July, 1836.

2d Lieut. Joseph R. Anderson, of the 3d regiment of Artillery, to be *brevet* 2d Lieut. to rank from 1st July, 1836.

2d Lieut. Montgomery C. Meigs, of the 1st regiment of Artillery, to be *brevet* 2d Lieut. to rank from 1st July, 1836.

2d Lieut. Daniel P. Woodbury, of the 3d regiment of Artillery, to be *brevet* 2d Lieut. to rank from 1st July, 1836.

Ordnance Department.

1st Lieut. Julius A. d'Lagnel, of the 2d regiment of Artillery, to be Captain, 1st November, 1836.

Second Regiment of Dragoons.

William S. Harney, to be Lieut. Colonel, 15th Aug 1836; vice Rector declined.

William M. Fulton, of Virginia, to be Captain, 6th October, 1836; vice Dougherty, declined.

Croghan Ker, 2d Lieut. to be 1st Lieut. 6th October, 1836; vice Grimsley, declined.

Alexander S. Macomb, 2d Lieut. 1st Dragoons, to be 1st Lieut. 6th October, 1836; vice Grooms, declined.

Nathaniel W. Hunter, late *brevet* 2d Lieut. 7th Infantry, to be 2d Lieut. 6th October, 1836; vice Ker, appointed 1st Lieutenant.

Robert Lawton, of Rhode Island, to be 2d Lieut. 12th October, 1836; vice Ward, declined.

III. CASUALTIES.—(47.)

RESIGNATIONS.—(40.)

Colonel.—(1.)

Brevet Brig. Gen. D. L. Clinch, 4th Infantry, 21st September, 1836.

Captains.—(6.)

Andrew Talcott, Corps of Engineers, 21st Sept. 1836.

Robert P. Parrott, Ordnance, 31st October, 1836.

Charles Dimmock, 1st Artillery, 30th Sept. 1836.

Henry A. Thompson, 4th Artillery, 15th Oct. 1836.

Wm. Martin, 4th Infantry, 23d September, 1836.

Wm. E. Cruger 5th Infantry, 31st October, 1836.

First Lieutenants.—(10.)

Thompson S. Brown, Corps of Eng'rs, 31st Oct. 1836.

Gaines P. Kingsbury, 1st Dragoons, 15th Oct. 1836.

Francis L. Dancy, 2d Artillery, 11th Sept. 1836.

A. A. Humphreys, 2d Artillery, 30th Sept. 1836.

Francis N. Barbarin, 3d Artillery, 16th Sept. 1836.

Wm. R. McKee, 3d Artillery, 15th Sept. 1836.

Alfred Beckley, 4th Artillery, 24th October, 1836.

Thomas J. Cram, 4th Artillery, 16th Sept. 1836.

Francis D. Newcomb, 4th Infantry, 30th Sept. 1836.

George W. Cass, 7th Infantry, 26th Oct. 1836.

Second Lieutenants.—(14.)

Roswell Park, Corps of Engineers, 30th Sept. 1836.

Lloyd Tilghman, 1st Dragoons, 30th Sept. 1836.

Wm. H. Pettes, 1st Artillery, 11th Sept. 1836.

Alex. P. Crittenden, 1st Artillery, 30th Sept. 1836.

David P. De Witt, 2d Artillery, 31st October, 1836.

George G. Meade, 3d Artillery, 26th October, 1836.

Wm. B. Wallace, 3d Artillery, 30th Sept. 1836.

Wm. H. Emory, 4th Artillery, 30th Sept. 1836.

Benjamin S. Ewell, 4th Artillery, 30th Sept. 1836.

James L. Davis, 4th Artillery, 11th Sept. 1836.

Jesse H. Leavenworth, 2d Infantry, 31st Oct. 1836.

Cary H. Fry, 3d Infantry, 31st Oct. 1836.

Thomas Stockton, 5th Infantry, 31st Oct. 1836.

Horatio P. Vancleve, 5th Infantry, 11th Sept. 1836.

Brevet Second Lieutenants.—(7.)

Rufus King, Corps of Engineers, 30th Sept. 1836.

Henry C. Moorhead, 1st Dragoons, 30th Sept. 1836.

Arthur B. Lansing, 1st Artillery, 30th Sept. 1836.

George W. Shaw, 1st Infantry, 31st Oct. 1836.

Richard S. Smith, 2d Infantry, 19th Oct. 1836.

Archibald Campbell, 6th Infantry, 30th Sept. 1836.

Thomas P. Chiffelle, 7th Infantry, 30th Sept. 1836.

Staff.—(2.)

Col. Arthur P. Hayne, Paymaster, 25th Oct. 1836.

Morgan Neville, Paymaster, 18th Oct. 1836.

DECLINED.—(2.)

Lieut. Col. Wharton Rector, 2d Dragoons.

2d Lieut. Wm. H. Ward, 2d Dragoons.

TRANSFERS.—(6.)

2d Lieut. Danville Leadbetter, of the 1st regiment of Artillery, transferred to the Corps of Engineers as *brevet* 2d Lieutenant.

2d Lieut. Joseph R. Anderson, of the 3d regiment of Artillery, transferred to the Corps of Engineers as *brevet* 2d Lieutenant.

2d Lieut. Montgomery C. Meigs, of the 1st regiment of Artillery, transferred to the Corps of Engineers as *brevet* 2d Lieutenant.

2d Lieut. Daniel P. Woodbury, of the 3d regiment of Artillery, transferred to the Corps of Engineers as *brevet* 2d Lieutenant.

Brevet 2d Lieut. Robert A. Wainwright, of the 5th regiment of Infantry, transferred to the 4th regiment of Artillery.

Brevet 2d Lieut. Thomas L. Brent, of the 6th regiment of Infantry, transferred to the 4th regiment of Artillery.

DEATHS.—(4.)

JOSEPH LOVELL, Surgeon General of the army, 17th October, 1836.

Capt. John F. Lane, 2d Dragoons, 19th Oct. 1836.

Capt. Samuel Shannon, 1st Infantry, 4th Sept. 1836.

Brevet Major Richard Sands, 4th Infantry 13th September, 1836.

DISMISSED.—(1.)

First Lieut. Wm. L. Harris, 1st Infantry, 29th October, 1836.

3. The officers promoted will report accordingly, and join their proper stations and companies without delay; those on detached service, or acting under special orders and instructions, will report, by letter, to their respective colonels.

“IV. Rule to be observed in ordinary cases of promotion.

4. “If a field officer, the officer promoted will join the regiment and station of his predecessor; if a company officer, he will join the particular company where the vacancy to which he succeeds may have occurred.”

5. The practice of commanding officers assuming authority to grant leaves of absence to officers on tendering their resignations is disapproved, it being contrary to the rules of service. Hereafter, letters of resignation will be forwarded by the commanding officer to the Adjutant General of the Army, Washington, to be laid before the War Department; and the officer who may so tender his resignation will not be permitted to quit his post until the decision of the President be duly communicated.

By order of ALEXANDER MACOMB,

Major General Commanding in chief:

ROGER JONES, Adj't General.

HEAD QUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
Washington, Nov. 7, 1836.

GENERAL ORDER, }
No. 76. }

I. The Secretary of War having assigned the duty connected with Indian emigration, heretofore under the direction of the Commissary General of Subsistence, to the Commissioner of Indian Affairs, the officers of the army who have been detailed for performing the above-mentioned duty under the Subsistence Department, will continue to execute it under the direction of the Commissioner of Indian Affairs.

II. Commanding officers in the field will report to the Head Quarters of the Army, the time, that the several officers relieved from detached service, and ordered to join their regiments, pursuant to "General Order, No 69," of October 15, may report in person for duty with the troops.

By order of ALEXANDER MACOMB,
Maj. Gen. Commanding in Chief:
ROGER JONES, Adj. Gen.

SPECIAL ORDERS.

Nov. 1—Capt J. Bradley, 2d infantry, relieved from recruiting service, and ordered to Key West, to take charge of public property.

Nov. 5.—Lieut. H. Brooks, 2d artillery, assigned to duty at the Military Academy.

Brevet Capt. C. Graham, 3d artillery, to duty at Pikesville arsenal.

Lieut. R. E. Temple, 3d artillery, to duty at Watervliet arsenal.

Capt. George D. Ramsay to the command of the arsenal at Washington.

NAVY.

ORDERS.

Oct. 6—Lt. W. S. Walker, detached from the rendezvous, Boston.

7—Lt. C. H. Davis, rendezvous, Boston.

10—P. mid. O. Fairfax, navy yard, Pensacola.

Sailing mr. J. Ferguson, navy yard, Phil'a.

Sailing mr. R. S. Tatem, detached from navy yard, Philadelphia.

12—Lt. J. H. Little, rendezvous, Baltimore.

13—Surgeon W. Turk, naval hospital, New York.

17—Lieuts. J. H. Marshall and J. L. Lardner, to report to Capt. J. B. Nicolson, for duty.

Chaplain Geo. Jones, navy yard, Norfolk.

21—P. mid. O. S. Glisson and J. H. North, rendezvous, Norfolk.

Sailing mr. N. Warren, navy yard, Pensacola.

25—Lieut. F. Engle, frigate Constellation, West Indies.

26—Lieuts. J. J. Boyle, C. H. Davis and A. Paine, to report to Capt. J. B. Nicolson.

29—Acting Purser S. Forrest, to take passage in the North Carolina, for duty on board U. S. schooner Boxer, in the Pacific.

Lt. R. W. Jones, navy yard, New York.

P. mid. E. C. Ward, do. do.

31—Lieut. F. Ellery, rendezvous, do.

Nov. 1—P. mid. J. M. Lockert, West India squadron.

P. mid. J. M. Gilliss, assistant in charge of chronometers, &c.

P. mid. D. D. Porter, B. F. Sands, L. Handy, W. H. Ball and A. A. Holcomb, to Washington, on duty in connection with the coast survey.

3—Purser J. A. Bates, relieved from order to exploring expedition.

P. mid. E. L. Handy, receiving ship, Phil'a.

P. mid. W. W. Bleecker, navy yard, New York.

4—Lieut. L. Pennington, to report to Capt. J. B. Nicolson.

Lieut. F. B. Ellison, navy yard, New York.

NAVY DEPARTMENT, Nov. 8, 1836.

The Board of Naval Surgeons, recently convened in the city of Washington, has closed its labors and adjourned.

The Assistant Surgeons, passed for promotion, rank in the following order: Jona. M. Foltz, John C. Mercer, Samuel C. Lawrason, Edward Gilchrist, Lewis Wolfley, Lewis W. Minor, Robert M. Baltzer, Wm. J. Powell.

REVENUE CUTTER SERVICE.

The cutter Campbell, heretofore employed in the Chesapeake Bay, ordered to New Orleans. Officers assigned to her: 1st Lieut. N. Coste; 2d Lieut. J. Nimmo; 3d Lieut. J. W. Hunter.

1st Lieut. P. Gatewood ordered to the Jackson, in place of Coste.

3d Lieut. B. Diggs ordered to the Jackson, in place of Hunter.

1st Lieut. J. C. Jones on leave of absence.

2d Lieut. Thomas Sands, waiting orders.

DEATH.

In Fredericksburg, Va. on the 31st ultimo, ROBERT MERCER, infant and only son of Dr. Wm. F. PATTON, U. S. Navy.

NAVAL SUPPLIES, FOR 1837.

NAVY COMMISSIONERS' OFFICE,

October 22, 1836.

PROPOSALS, sealed and endorsed, will be received at this office until three o'clock, P. M., of the 19th November next, for supplying and delivering at the navy-yards at Charlestown, Brooklyn, Philadelphia, Washington, and Gosport, Va., and at the Baltimore naval station, severally and respectively, such quantities of the following denominations of articles as the respective contractors for them may be ordered to furnish, upon requisitions from the respective commanding naval officers, or navy agents, for the use of the United States Navy, during the year 1837, viz:

1st. Cordage.

2d. Cold-rolled copper.

3d. Iron: round, flat, and square.

4th. Paints, and paint oil.

5th. Superfine flour.

6th. Ship-biscuit.

7th. Whiskey.

8th. Candles and oil.

9th. Molasses, vinegar, rice, beans, and peas.

10th. Butter.

Blank forms of offers for each denomination of articles will be furnished by the commanding officers of the navy yards and stations to persons applying for them, and upon which all offers should be made.

Separate proposals must be made for each navy-yard, and for Baltimore. The blank offers furnished to individuals must have all the blanks filled up, and must be subscribed as directed in the note on the face of each form, and they must be unqualified and unconditional; as the forms specify all the conditions and stipulations to be performed by the respective contractors, no modification will be allowed.

Ten per centum will be withheld from the amount of all payments made, from time to time, which will not be paid until the contracts shall be fully complied with in all respects.

Oct. 27—19th N.

NOTICE.

ALL persons indebted to the estate of the late Lieut. W. E. BASINGER, deceased, are requested to make immediate payment; and those having claims against the said estate will present them to the undersigned, before the 1st of January next.

JNO. C. CASEY, Adm'r.

FORT BROOKE, Flo. 3d Sept. 1836.

Sept. 22—8t